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STATE OF ILLINOIS

Department of Public Works and Buildings

Division of Waterways

Bulletin No. 10

Chicago, Ill.

October 1, 1921

(FOURTH EDITION)

# ILLINOIS WATERWAYS

A GUIDE FOR NAVIGATORS

FROM

Lake Michigan to the Mississippi River via the Chicago Sanitary  
District Canal, the Illinois and Michigan Canal  
and the Illinois River

ALSO AN

Alternate Route via the  
Illinois and Mississippi (Hennepin Canal)



Issued in Accordance with

ACT OF THE GENERAL ASSEMBLY

Approved June 10, 1911

[Printed by authority of the State of Illinois]



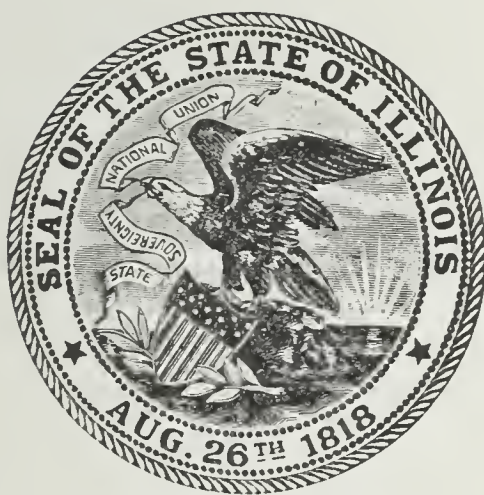


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MANZ ENGRAVING CO., CHICAGO

1921

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## PREFACE TO FOURTH EDITION OF THE ILLINOIS WATERWAYS

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This bulletin has been prepared for the information and guidance of navigators seeking transportation by water between Chicago and the Illinois and Mississippi Rivers.

The present channel for navigation between Lake Michigan and the Illinois and Mississippi Rivers, by the Illinois and Michigan Canal, is limited to a depth of about 4 feet. The locks on the Illinois and Michigan Canal limit the size of craft to the following dimensions:

Length, square stern and square bow.....	98 feet
Length, square stern and model bow.....	100 feet
Length, model stern and model bow.....	102 feet
Width at water surface.....	16 feet
Width at 4½ feet draft.....	14 feet 7 inches
Draft (depth over lock sills).....	4 feet 6 inches
Height above water line.....	11 feet 2 inches

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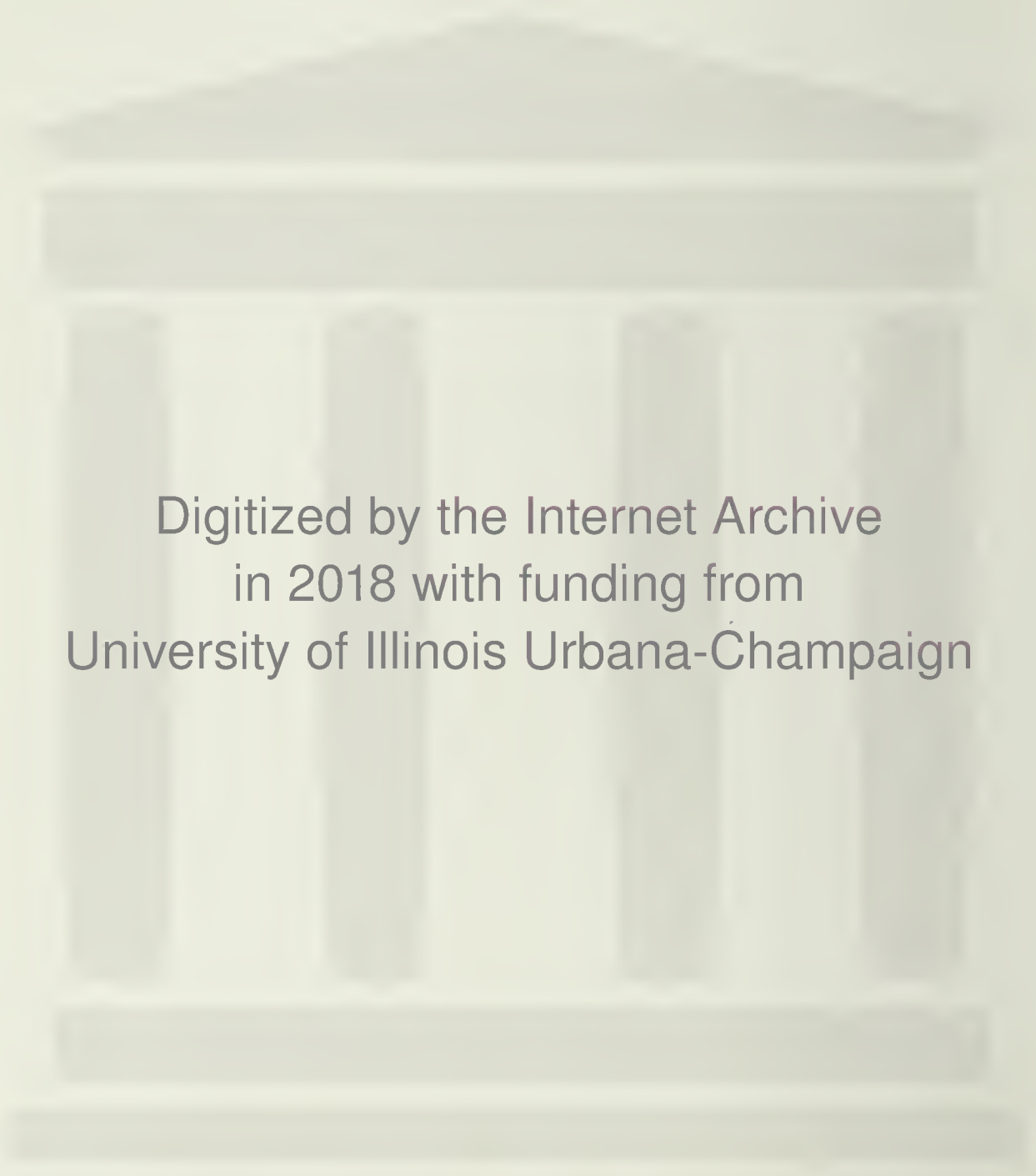
HON. LEN SMALL, Governor

C. R. MILLER, Director

Department of Public Works and Buildings

WILLIAM L. SACKETT, Superintendent

Division of Waterways



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## ILLINOIS WATERWAYS

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**Lake Michigan to the Mississippi River, via the Chicago Sanitary District Canal, the Illinois and Michigan Canal and the Illinois River, a Distance of 325 Miles.**

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### CHICAGO RIVER

The distance from the mouth of the Chicago River to the entrance of the Chicago Sanitary District Canal is six miles. The river has a least width of two hundred (200) feet except for a short distance between Adams Street and Harrison Street, where the channel is constricted. This portion will eventually be widened to 200 feet. The depth of the river is twenty-six (26) feet. The route is as follows:



Illinois River Packet.

Distance—  
Miles.

	Starting at
0.0	Government Light House at mouth of Chicago River, continue past
0.9	State Street, Dearborn Street, Clark Street, Wells Street and Franklin Street bridges to
1.0	Fork of river. Turn left, avoiding north fork to the right and pass Lake Street, Randolph Street, Washington Street, Madison Street, Monroe Street and Adams Street (2.0) bridges, continue past Jackson Boulevard, Metropolitan Elevated, Van Buren Street, Harrison Street, Polk Street, Taylor Street, B. & O. Chicago Terminal Transfer, Twelfth Street, St. Charles Air Line, Eighteenth Street, Pennsylvania Railroad, Canal Street and
4.0	Twenty-second Street bridges, continuing past Halsted Street lift bridge, Main Street and Loomis Street bridges to
5.5	Turning basin. Avoid south branch to the left, and entrance to old Illinois and Michigan Canal at southwest corner of basin, continue straight ahead under Ashland Avenue bridge to
6.0	Entrance to Chicago Sanitary District Canal. Avoid west fork of river to the right.

### CHICAGO SANITARY DISTRICT CANAL

The main channel of the Chicago Sanitary District Canal from its confluence with the south branch of the Chicago River at Robey Street in Chicago to the end of the water power tailrace in Joilet, Will County, Illinois, is 32.35 miles long.

The dimensions of the channel are :

Robey Street to Summit, 5.6 miles, 160 feet wide on bottom, 226 feet wide at water line, minimum depth 22 feet. The side slope is 1 to 1 on the north and 1 vertical to 2 horizontal on the south.

Summit to Willow Springs, 7.5 miles, 202 feet wide on bottom, 290 feet wide at water line, minimum depth 22 feet. The side slopes in earth are 1 foot vertical on 2 feet horizontal.

The grade of the earth channel from Robey Street to Willow Springs is one foot in forty thousand feet, or  $1\frac{5}{8}$  inches to the mile.

At Willow Springs the channel narrows to the walled rock section, extending 14.95 miles to Lockport. It is 160 feet wide on the bottom, 162 feet wide at water line. The grade in the rock is one foot in twenty thousand, or  $3\frac{1}{4}$  inches per mile.

From Lockport to the water power plant, two miles down stream, the channel is carried between levees and the water surface is above the surrounding country.

Below the water power plant to the "Upper Basin" in Joliet the channel is 160 feet wide at water line.

Total distance  
from  
Chicago

6.0	Mouth of Drainage Canal, 160 feet wide on bottom, 226 feet wide at water line; continue straight ahead under Western Avenue bridge, passing Sanitary District Electric Substation on left. International Harvester Works on right, passing under Eight Track R. R. bridge, "Bridewell," city prison on far right, passing under
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Total distance  
from  
Chicago

7.5	C. M. & N. R. R. bridge and immediately afterwards the Kedzie Avenue bridge.
8.1	Continue under A., T. & S. F. R. R. bridge.
9.5	Chicago & Western Indiana R. R. bridge.
12.3	A., T. & S. F. R. R. bridge. Thence to
13.8	Summit, beginning of wide channel, 202 feet wide on bottom, 290 feet wide at water line. Passing under Summit highway bridge to
14.8	Chicago Terminal Transfer R. R. bridge, large plant of Corn Products Company at Argo on left. Pass on to
19.1	Willow Springs, beginning of rock channel, 160 feet wide on bottom, 162 feet wide at water line passing under
19.2	Willow Springs highway bridge.
23.5	Sag Canal enters on left.
26.5	A., T. & S. F. R. R. bridge and Lemont Highway bridge. Continue passing under
30.9	Romeo Highway bridge. Continue to
34.0	Lockport, canal controlling works, bear-trap dam, stoney sluice gates on right. Continue past Butterfly dam in center of channel and
34.4	Ninth Street, Lockport Highway bridge. Continue past
35.0	Sixteenth Street Highway Bridge to stop at
36.0	Lock, dam and water power plant.
	Lock operated by Sanitary District of Chicago. No toll. Length, 130 feet; width, 22 feet; lift 40 feet. After leaving lock, pass small railroad swing bridge into main channel and pass under high
37.0	Elgin, Joliet & Eastern R. R. bridge. Use center opening.
	WARNING.
	Curve in channel about one mile below this point and swift current emptying into the "Upper Basin" where the Drainage Canal, the I. & M. Canal and the DesPlaines River come together. Keep to center of channel and steer for
38.3	Right hand span of Ruby street bridge. After passing under bridge keep close to right bank of canal, passing between right bank and timber crib bearing sign "Danger." Keep to the right. Continue at slow speed to I. & M. Canal.
38.75	Lock at west end of Economy Light and Power Company dam. Power plant on east bank.

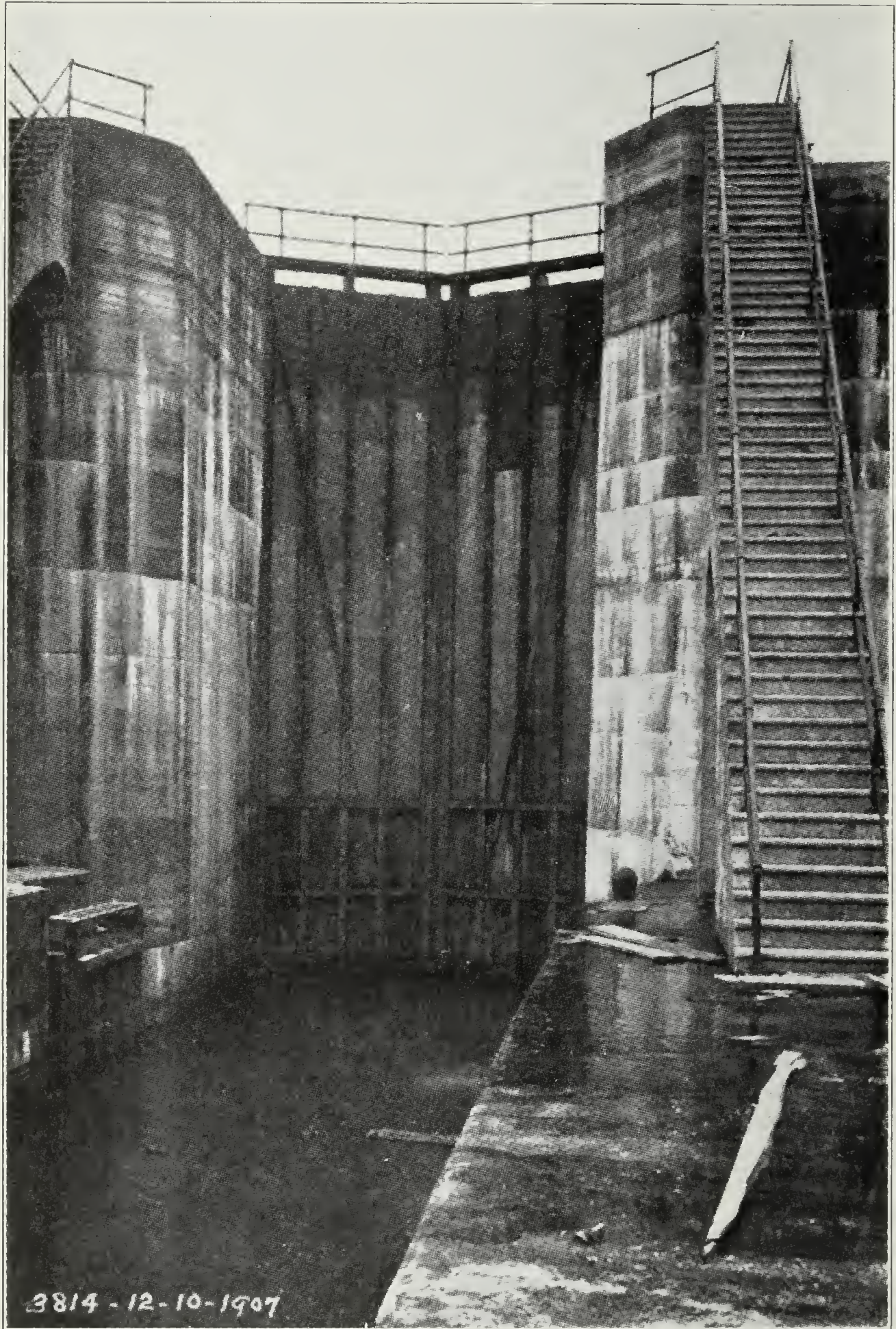
### ILLINOIS AND MICHIGAN CANAL

The Illinois and Michigan Canal is 63.6 miles in length from Joliet to LaSalle, where it enters the Illinois River. In this distance there are eleven locks. Boats of the following dimensions may navigate the canal and pass the locks:

Length, square stern and square bow.....	98 feet
Length, square stern and model bow.....	100 feet
Length, model stern and model bow.....	102 feet
Width at water surface.....	16 feet
Width at 4½ feet draft.....	14 feet 7 inches
Draft (depth over lock sills).....	4 feet 7 inches
Height above water line.....	11 feet 2 inches

For rates of toll, lockage, registration, etc., see page 15.





Drainage Canal Lock at Power Plant.



Total distance  
from  
Chicago

38.7	Lock No. 5, lift 9 feet. Collector's office at lock. Pass through and continue under Jackson Street bridge.
39.0	Cass Street bridge, Jefferson Street bridge, C. R. I. & P. R. R. bridge and McDonough Street bridge. Marine garage and machine shop on right bank about mile 40.5.
41.0	Brandon's Road bridge.
41.3	Rockdale, plant of American Steel and Wire Company on right.
43.0	Railroad swing bridge, flathead mound and plant of Joliet Sand and Gravel Company on left.
44.2	Five Mile highway bridge.
45.2	Rock Run and park on right.
46.6	Bird's Bridge, highway.
47.4	Dupage feeder on right.
48.0	Minooka widewater.
49.6	Knapp Street bridge, Channahon.
50.3	Lock No. 6, lift 12 feet. Lock through crossing DuPage River to
50.5	Lock No. 7, lift 4 feet 6 inches and Highway bridge.
54.4	Dresden Heights. Junction of the DesPlaines and Kankakee Rivers forming the Illinois River, visible over left bank.
55.5	Dresden Catholic cemetery on right.
56.3	Highway bridge.
56.8	Elgin, Joliet & Eastern Railway swing bridge.
58.6	Aqueduct over Aux Sable River and
58.7	Lock No. 8, lift 6 feet 2 inches, highway bridge below.
63.1	Highway bridge, called "Peacock Bridge," edge of Morris.
63.4	C., R. I. & P. Railroad bridge.
64.6	Morris Highway bridge.
64.9	Aqueduct over Nettle Creek.
66.6	Mt. Carmel cemetery on right.
69.6	"Five Mile Bridge," highway bridge, half way to Seneca.
74.2	C., C., C. & St. L. Railroad swing bridge.
74.8	Seneca Highway bridge.
78.3	Chicago, Ottawa & Peoria Railway Bridge.
79.5	Marseilles' Lock No. 9, lift 10 feet. Highway bridge below.
79.7	Lock No. 10, lift 10 feet.
80.2	Main Street, Bascule bridge, Marseilles.
80.4	Marseilles Manufacturing Company railroad swing bridge.
85.8	Highway bridge called "White Bridge."
86.6	Aqueduct over Fox River.
87.3	Columbus Street, Ottawa, swing bridge. Canal collector's office on left bank.
87.4	LaSalle Street, Ottawa, swing bridge.
87.6	C., B. & Q. Railroad swing bridge.
87.7	Chestnut Street, Ottawa, swing bridge.
88.5	Highway bridge.
89.0	Lock No. 11, lift 10 feet.
90.6	Lock No. 12, lift 9 feet 8 inches.
90.7	Highway bridge. LaSalle County Poor Farm in the left distance.
91.1	"Moriarity" Highway bridge.
91.2	Head of "Buffalo Rocks" to the left.
91.8	Buffalo Rock widewater.
96.7	Utica bridge.
96.9	Railroad bridge.
98.8	Lock No. 13, lift 7 feet.
99.1	Railroad bridge, Illinois Traction Company.
100.1	High bridge, LaSalle County Carbon Coal Company.



Total distance  
from  
Chicago

100.7	Aqueduct over Little Vermilion River.
100.8	High bridge, Illinois Central Railroad.
100.9	High bridge from coal mine.
101.3	Lock No. 14, lift 13 feet 6 inches.
101.4	C., B. & Q. R. R. bridge and Lock No. 15, lift 6 feet.
102.3	End of Illinois and Michigan Canal and entrance to Illinois River.

See page 12 for side trip to State park at Starved Rock.

### THE ILLINOIS RIVER

Two hundred and twenty-three (223) miles to Grafton at the confluence of the Illinois and Mississippi Rivers. There is a fall of only 27 feet in this distance, taken up by four locks. Henry and Copperas Creek, owned by the Illinois and Michigan Canal Commission, (toll at each lock \$1.50) and LaGrange and Kampsville, owned by the United States Government. (No toll.)

See page 21 for laws to regulate equipment of certain motor boats on the navigable waters of the United States.

U.S. Government Light No.	Total distance from Chicago	
	102.3	End of Illinois and Michigan Canal.
1217	102.3	Illinois & Michigan Canal light, right.
	103.1	Peru Highway bridge.
	107.0	Spring Valley Highway bridge.
	110.7	Marquette, coal chute on right bank.
	111.6	Indiana, Illinois & Iowa Railroad bridge.
	115.3	Entrance to Hennepin Canal through opening on right bank. Range light on down stream side of entrance and sign labeled "Entrance to Hennepin Canal." See page 12 for Hennepin Canal route from the Illinois River to the Mississippi River at Rock Island.
1212	115.3	Illinois & Mississippi (Hennepin) Canal light, right.
	118.0	Hennepin landing.
1205	122.9	Sisters Island light, left (below).
	129.5	Henry, State lock (toll, \$1.50), highway bridge below. When upper gauge reads 6.0 water is 6.8 feet deep over dam.
1197	132.0	Upper Henry Island, foot; lighted buoy, right.
	136.4	Lacon highway bridge, pontoon.
	143.6	Atchison, Topeka and Santa Fe Railroad bridge.
	145.0	Chillicothe.
	147.5	Rome, head of Lake Peoria.
	151.5	Spring Bay.
1187	151.6	Spring Bay piling buoy, red, left, on piling.
	157.7	Illinois Valley Yacht Club on right bank.
	159.4	Upper Highway bridge.
1131	161.3	Waterworks Point, lighted buoy, black, right.
	162.9	Peoria, steamboat landing.
	163.1	Highway bridge.
	163.1	T., P. & W. Railroad Bridge.
	163.3	Interurban bridge, Peoria.
	164.9	Peoria & Pekin Union Railway Company bridge.

U. S. Government Light No.	Total distance from Chicago	
	172.5	Peoria & Pekin Terminal Railway bridge.
	172.6	Highway bridge and Pekin landing.
	174.4	C. & N. W. Ry. bridge.
1174	177.6	Mackinaw River mouth light, left.
	180.0	Kingston landing on right bank. Boats coaled here.
	187.2	Copperas Creek on right bank.
	188.8	Copperas Creek Dam and State lock, 350 feet long, 75 feet wide. Lock fee, \$1.50. When upper gauge reads 10.0, water is 3.2 feet deep over dam.
	195.5	Clear Lake. Entrance on left bank.
	197.5	Liverpool.
	198.5	Grass Lake, slough on right bank.
1172a	199.3	Thompson Lake slough light, right.
	199.6	Thompson Lake, slough on right bank.
	203.2	Entrance to Quiver Lake and Dog Fish Lake on left bank.
	203.5	Entrance to Flagg Lake on right bank.
	204.9	Spoon River mouth on right bank.
	205.3	C. P. & St. L. R. R. bridge abandoned piers.
	205.6	Highway bridge and boat landing, Havana, Illinois.
	205.9	I. C. R. R. bridge abandoned piers.
1166	209.8	Devils Elbow upper light, right.
	211.0	Entrance to Mantanzas Bay on left bank.
	212.2	Grand Island chute, take right channel.
	214.7	Entrance to Ball Lake, on left bank.
	216.3	Anderson Lake, slough on right bank.
	218.7	Lower end of Grand Island chute on left bank.
1160a	221.8	Sharp Landing light, right.
	224.8	Hickory Slough on left. Entrance to Stewart Lake.
	226.5	Long Lake. Entrance on right.
	227.5	Sangamon River, mouth on left.
	227.7	Dutchman's Lake. Entrance on right.
	228.3	Browning Landing on right bank.
	230.3	Sugar Creek Island. Entrance to Sangamon Lake through island chute on left. Channel on right of island.
	230.9	Sugar Creek mouth and entrance to Sugar Lake on right.
	233.0	Big Lake, entrance on right.
1152	233.1	Frederick light, right, above.
	233.9	Frederick Landing on right bank.
	236.5	Muscooten Bay on right.
	236.6	C., B. & Q. Railroad bridge.
	236.9	Beardstown Highway bridge.
	237.0	Beardstown Landing on right.
	240.5	Coal Creek on right.
	241.7	Crane Creek and La Moine River on right.
	245.3	LaGrange Landing.
	247.9	U. S. dam and lock at LaGrange. No lock fee.
	250.3	Kamp Creek on right.
	251.1	Meredosia and entrance to Meredosia Lake on left.
	254.3	Meredosia Landing on left.
	254.4	Wabash Railroad bridge.
	259.9	Naples Landing on left.
1147	260.9	Naple's daymark, left, below.
	264.0	Wabash Railroad bridge.
	264.6	Griggsville Landing.
	269.9	Florence Landing on right bank.

U. S. Government Light No.	Total distance from Chicago	
	275.4	Montezuma Landing on right bank.
	277.0	Bedford Landing.
1138	277.5	Pilot Peak Bend light, left.
	282.4	Chicago & Alton Railroad bridge.
	284.5	Grand Pass.
	284.6	Pearl.
	289.2	Apple Creek, mouth on left.
	293.5	Kampsville Landing on right bank.
	294.0	U. S. dam and lock. No toll.
	297.1	Hurricane Island, take left channel.
1121	299.8	Hurricane Island buoy, black, right below on upper reef.
	300.0	Diamond Island, take right channel.
	304.3	Hardin Landing.
	305.9	Head of Mortland Island. Take left channel.
1112	306.3	Macoupin Island lower buoy, black, right, end dam.
	307.0	Macoupin Creek, mouth on left bank.
	310.3	Head of Helmbold Island.
	310.7	Otter Creek, landing on left bank.
	311.4	Twelve Mile Island, take right channel.
	317.0	Head of Eight Mile Island.
1101	324.4	Illinois River mouth light, left, above (on gravel point in low water).
	325.3	Grafton, Illinois, left bank.
	325.5	Illinois River mouth (U. S. Gage).

For guide to Mississippi River and its tributaries, apply to Division of Publications, Department of Commerce and Labor, Washington, D. C.

List of lights, buoys, and daymarks on the Upper Mississippi and its tributaries will be sent free of charge to any master or pilot, on application to Department of Commerce, Washington, D. C., Lighthouse Service.

#### TO STARVED ROCK STATE PARK

Total distance from Chicago—102.3.

Distance up the  
Illinois River.

0.0	End of Illinois and Michigan Canal. Turn upstream into the Illinois River and continue, passing under
1.4	Highway bridge.
2.2	C., B. & Q. Railroad bridge.
2.3	Illinois Central Railroad bridge.
3.2	Vermilion River, mouth to right.
6.4	Utica Highway bridge.
6.7	Take right fork around island to landing at
7.5	Starved Rock, State Park.

#### THE ILLINOIS AND MISSISSIPPI CANAL

(HENNEPIN CANAL)

The Hennepin Canal is 75 miles long from the Illinois River entrance to the Mississippi River at Rock Island, Illinois. The canal feeder, from the junction to the Rock River at Sterling, Illinois, is 29 miles long. The normal dimensions of the canal and feeder are 80



feet wide at water surface, 52 feet wide at bottom, and 7 feet deep. Increased width is provided in a number of places where the canal is in embankment.

The locks (thirty-two in number) are 170 feet long between gates, 35 feet wide, and 7 feet deep over the mitre sills at standard stage of water.

The bridges on the main canal have 17 feet clearance at standard stage of water, and those on the canal feeder have 12 feet clearance. Telephone wires, etc., have a clearance of 27 feet on main canal, and 22 feet on canal feeder.

(This is a Government canal and there are no tolls or lock fees. See page 17 for law, rules and regulations for navigation of this canal.)

The route is as follows:

Total distance from Chicago to Canal entrance—115.3.

Total distance  
along Hennepin  
Canal.

0.0	Illinois River entrance.
0.3	Lock No. 1, lift 9 feet.
1.3	Lock No. 2, lift 9 feet. Pontoon bridge at upper end of lock.
1.6	Rock Island Railroad bridge.
1.8	Highway bridge No. 1.
1.9	Lock No. 3, lift 9 feet.
3.5	Lock No. 4, lift 9 feet and aqueduct at upper end.
4.3	Highway Bridge No. 2.
4.6	Lock No. 5, lift 8 feet.
6.2	Highway Bridge No. 3.
6.4	Chicago, Rock Island & Pacific Railway bridge.
6.4	Lock No. 6, lift 10 feet.
7.2	Lock No. 7, lift 8 feet.
7.5	Highway Bridge No. 4.
8.2	Lock No. 8, lift 8 feet.
8.4	Lock No. 9, lift 8 feet.
9.2	Highway Bridge No. 5.
10.2	Lock No. 10, lift 9 feet.
11.0	Highway Bridge No. 6.
11.0	Lock No. 11, lift 9 feet.
11.7	Lock No. 12, lift 8 feet. Aqueduct at upper end of lock.
12.4	Lock No. 13, lift 10 feet.
12.6	Highway Bridge No. 7.
13.1	Highway Bridge No. 8.
13.2	Lock No. 14, lift 10 feet.
13.8	Lock No. 15, lift 10 feet.
14.0	Lock No. 16, lift 11 feet.
14.2	Lock No. 17, lift 10 feet.
14.3	Highway Bridge No. 9.
15.0	Aqueduct No. 3.
15.3	Lock No. 18, lift 9 feet.
16.0	Highway Bridge No. 10.
16.1	Lock No. 19, lift 10 feet.
16.7	C., B. & Q. Railroad bridge.
17.1	Lock No. 20, lift 11 feet.
17.4	Lock No. 21, lift 11 feet. Also small farm lift bridge on lower end. Summit level.
17.9	Highway Bridge No. 11.
18.5	Highway Bridge No. 12.
19.0	Highway Bridge No. 13.
21.4	Highway Bridge No. 14.

Total distance  
along Hennepin  
Canal.

22.2	Chicago & Northwestern Railroad bridge.
23.0	Emergency gates.
23.0	Highway Bridge No. 15.
25.1	Highway Bridge No. 16.
26.0	Highway Bridge No. 17.
27.0	Highway Bridge No. 18.
27.8	Highway Bridge No. 17a.
27.9	Feeder Junction on the right. Twenty-nine miles to the Rock River at Sterling.
28.3	Highway Bridge 18a.
28.9	Lock No. 22, lift 9 feet. End of Summit level.
30.5	Aqueduct No. 4.
30.8	Highway Bridge No. 20.
31.6	Highway Bridge No. 21.
33.1	Highway Bridge No. 22.
34.6	Highway Bridge No. 23.
35.2	Aqueduct No. 5.
36.5	Highway Bridge No. 24.
37.4	Highway Bridge No. 25.
37.9	Highway Bridge No. 26.
38.0	Lock No. 23, lift 11 feet.
38.5	Highway Bridge No. 27.
39.6	Highway Bridge No. 28.
40.7	Highway Bridge No. 29.
41.5	Highway Bridge No. 30.
42.8	Highway Bridge No. 31.
43.3	Highway Bridge No. 32.
43.5	Aqueduct No. 6.
43.7	Highway Bridge No. 33.
45.7	Highway Bridge No. 34.
47.0	Highway Bridge No. 35.
48.1	Lock No. 24, lift 11 feet.
48.1	Highway Bridge No. 36.
49.2	Highway Bridge No. 37.
50.3	Aqueduct No. 7.
51.5	Highway Bridge No. 38.
52.6	Highway Bridge No. 39.
53.6	Lock No. 25, lift 8 feet.
54.7	Lock No. 26, lift 9 feet.
54.7	Highway Bridge No. 40.
56.9	Aqueduct No. 8.
57.0	Lock No. 27, lift 8 feet.
58.1	Highway Bridge No. 41.
59.5	Lock No. 28, lift 8 feet.
59.5	Chicago, Rock Island & Pacific Railroad bridge.
59.7	Chicago, Burlington & Quincy Railroad bridge.
60.1	Highway Bridge No. 42.
61.7	Lock No. 29, lift 11 feet.
61.8	Entrance to Rock River.
68.0	Moline wagon bridge.
70.6	Lock No. 30, Guard Lock.
72.1	Milan wagon bridge.
72.1	Chicago, Rock Island & Pacific Railroad bridge.
73.2	Lock No. 31, lift 6 feet.
75.0	Lock No. 32, lift 12 feet.
75.1	End of canal and entrance to Mississippi River.

Rates of tolls and lockage established upon the Illinois and Michigan Canal and the locks at Henry and Copperas Creek in the Illinois River:

On freight boats on the canal, per mile, 3 cents.

On pleasure boats on the canal, per mile, 5 cents.

Lockage at Henry and Copperas Creek on all boats of 150 tons or under shall be \$1.50, and this charge shall be made at each lock.

Boats entering the canal for the first time are required to pay a registration fee of \$2.50 if not exceeding 40 feet in length. Boats over 40 feet long are required to pay a fee of \$5.

The registration fee is required to be paid but once, and registration is good for life of the boat as long as she is in existence under her original name.

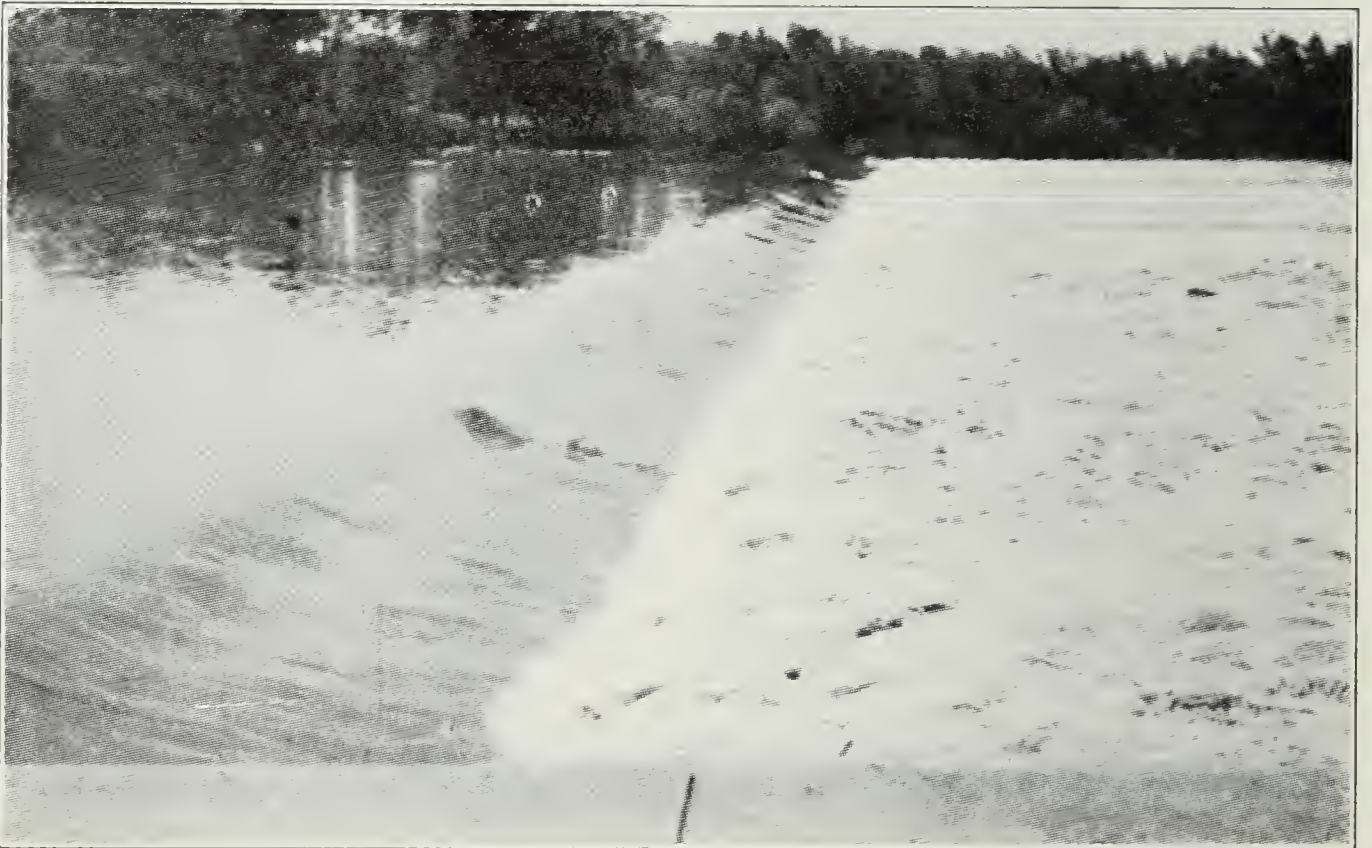
The toll of 5 cents per mile covers all lockage charges on the canal.

On boats of more than 150 tons measurement, lockage shall be charged at the rate of 1 cent per ton measurement, and this charge shall be made at each lock: *Provided*, That on boats passing through the locks in fleets of two or more, engaged in regular traffic, requiring only a single lockage, the lockage charge, by ton measurement, or otherwise, may be divided between said boats at each lock.

The lockage of cabin boats in tow of steamers or canal boats, shall be 25 cents each; fuel boats in tow of steamers, 50 cents; row boats in tow of steamers or canal boats, 10 cents each.

No lockage on boats shall be made for less than \$1.50.





LaGrange Lock and Dam.

## LAWS, RULES AND REGULATIONS FOR THE USE, ADMINISTRATION AND NAVIGATION OF THE ILLINOIS AND MISSISSIPPI CANAL, 1908.

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### THE LAW.

#### EXTRACTS FROM ACTS OF CONGRESS.

The River and Harbor Act of June 13, 1902, contains the following section:

"Sec. 11. That section 4 of the River and Harbor Act of August 18, 1894, be, and is hereby amended so as to read as follows:

"Sec. 4. That it shall be the duty of the Secretary of War to prescribe such rules and regulations for the use, administration and navigation of any or all canals and similar works of navigation that now are, or that hereafter may be, owned, operated or maintained by the United States, as in his judgment the public necessity may require; and he is also authorized to prescribe regulations to govern the speed and movement of vessels and other water craft in any public navigable channel which has been improved under the authority of Congress, whenever, in his judgment, such regulations are necessary to protect such improved channels from injury, or to prevent interference with the operations of the United States in improving navigable waters or injury to any plant that may be employed in such operations. Such rules and regulations shall be posted in conspicuous and appropriate places for the information of the public; and every person and every corporation which shall violate such rules and regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court of the United States within whose territorial jurisdiction such offenses may have been committed, shall be punished by a fine not exceeding \$500, or by imprisonment (in case of a natural person) not exceeding six months, in the discretion of the court."

### REGULATIONS

1. *Works to Which These Rules Apply.*—These rules apply to the use, administration and navigation of the Illinois and Mississippi Canal lying in the counties of Whiteside, Bureau, Henry and Rock Island, in the State of Illinois. The lands acquired and owned by the United States are held for the purposes of navigation, for sites for government structures and for the accommodation and use of employees of the United States. Trespassing on said lands is strictly forbidden, and all persons are hereby expressly warned under penalty of the law:

(a) Not to cut trees, dig up and carry away earth, sand, gravel, or rock, injure or deface fences, locks, bridges, culverts, telephone lines, or any other structures belonging to the United States, or post or paint advertisements thereon, use dynamite for any purpose, erect temporary or permanent structures, or deposit refuse matter of any kind.

(b) Not to permit horses, cattle, sheep, hogs or other animals to run at large on any portion of the said lands, including those used as public highways.

(c) Not to ride or drive along or upon canal embankments, except where such embankments are intended as public highways.



(d) Not to enter upon these lands for the purpose of hunting or taking of game by any means, except with written permit from the assistant engineer in charge of the operation of the canal; and then in strict accordance with the game laws of the State of Illinois, except that for the protection of the canal banks, hunters authorized as above and canal employees may kill or take burrowing animals at any time.

(e) Not to sell or cause to be sold upon these lands nor upon any boat while in the canal any spirituous or malt liquors.

(f) Not to fish within 100 feet of any fishway or lock, nor to take fish from any fishway, and not to fish with nets of any kind within canal grounds.

2. *Controlling Authority.*—The movements of all floating craft within the canal itself or at or near any entrance to the canal, and the movement of traffic over movable bridges shall be under the direction of the canal authorities.

3. *Boat Signals.*—Pilots or masters in charge of boats, on coming within a half mile of a movable bridge or lock, shall signal for passage by one whistle of ten seconds duration: *Provided*, that if the boat lands within this limit the signal shall be given when it is leaving the landing. Boats must be brought to a full stop two hundred feet from each movable bridge or lock, and not brought nearer until signalled to do so. Pilots and vessels while in the canal will be subject to all the rules and regulations of the United States relating to pilots and vessels on western rivers.

4. *Railway Signals.*—During the season of navigation the passage of trains over the movable railroad bridge shall be directed by the interlocking system, and no one shall pass a train over said bridge, except as directed by such signals. Trains must not be made to pass home signals when the same are set against their passage, or to stand on the derailing device while waiting for the bridge to close.

5. *Highway Signals.*—Before a movable highway bridge is opened, the highway shall be closed by a wooden bar at each end of the bridge. When the bridge is opened at night a white light shall be displayed on the wooden bars. Street cars and teams must not be driven on the bridge after the bar has been placed across the highway at either end of the bridge until the bar has been removed by the bridge tender.

6. *Precedence at Locks.*—The order of passage of boats through a lock shall be determined by the lock tender, who will see that the spirit of the rules generally stated, is carried out with reasonableness and fairness to all. No boat or tow shall be made to obstruct the passage through a lock, or the approaches thereto, nor shall any boat be made to enter a lock before another of the same class arriving before it from the same direction. When several boats await lockage the upbound and downbound vessels shall be made to alternate in the order established by the lock tender. Among boats of the same class ready for passage at the same time, the first to arrive shall be given priority in entering the lock. Among boats of different classes the order shall be as follows—Boats bound upstream alternating with those bound downstream.

(1) United States boats, (2) boats carrying United States mail, (3) steam and motor passenger boats, (4) tow boats and tows, (5) unregistered barges, or boats without motive power other than sail or animal.

*Provided*, that when it is necessary to break up tows, the parts of tows requiring separate lockages shall be considered separate boats, and shall take their turns in accordance with above order of precedence.

Boats that fail to enter a lock with reasonable promptness, after being authorized to do so, shall lose their turns.

Small pleasure boats, skiffs, fishing boats, and other small craft, will be locked through morning at one lockage and evening at one lockage, and, as a rule, separate lockages at other times for such craft will not be made, but such craft will be locked through at other times with large boats, and will take advantages of suitable opportunities without notice from lock tenders.



7. *Passage of Movable Bridges.*—Regular scheduled trains have prior right-of-way over the railway bridges as against boats passing along the canal. When two or more boats meet in the vicinity of a swing bridge, each must be so maneuvered as to pass through the opening on its right. No attempt shall be made to pass a boat through a movable bridge until the bridge is fully opened.

Boats moving in the canal shall have precedence over street railway cars, teams and vehicles.

8. *Mooring in Locks.*—All boats when in locks shall be moored by bow and stern lines to the snubbing posts provided for that purpose. Boats must not enter or leave the locks until the lock gates are fully in the gate recesses, and the lock tender has given the proper order.

9. *Injury to Walls and Fixtures.*—The owners and masters of boats shall be held responsible for the cost of repairs of injuries to locks or other structures due to carelessness in handling their craft. They must use great care not to strike any part of the lock or sluice walls, or any gate or appurtenance thereto, or machinery for operating the gates, or the walls protecting the banks of the canal.

All boats using canal must be free from projecting irons or rough surfaces that would be liable to damage the locks or any part of the canal, and they must be provided with suitable fenders to be used in guarding the lock walls, etc., from injury. Lock tenders shall notify owners or masters of boats of projecting irons or other parts of their boats liable to do damage to the structures, and after an interval of one week from date of such notice, the engineer in charge may refuse to permit such boats to use the canal until the required changes have been made.

Boats must not be moored to telephone poles, shade trees, fences, or any of the structures of the canal, but must be moored by bow and stern to the snubbing posts, provided for that purpose or otherwise.

10. *Handling Gates and Bridges.*—No person, unless authorized by the lock or bridge tender, shall open or close any bridge, gate, valve, or in any way interfere with the employees in the discharge of their duties; but the lock tender may call for assistance from the master of any boat using the lock, should such aid be necessary, and when rendering such assistance, the men so employed shall be strictly under the orders of the lock tender. Masters of boats refusing to give such assistance when it is required of them may be denied the use of the canal by the engineer in charge.

11. *Speed in the Canal.*—No boat while in the canal shall be raced with, or crowded alongside of another, or moved at a greater rate of speed than six miles per hour.

12. *Meeting or Passing in the Canal.*—Boats moving at a rate less than six miles per hour must slacken speed and permit a boat moving in the same direction at a higher rate to pass. Steam and motor boats meeting in the canal will ordinarily pass to the starboard. Steam and motor boats meeting or passing boats towed by team or men must pass on the side opposite the towpath. Where boats being towed by teams or men meet in the canal, the upbound boat shall take the towpath side. The towpath is on the south side of the canal from Lock No. 1, to Lock No. 22, and on the north side of the canal from Lock No. 22, to Lock No. 29. The towpath on the feeder is on the west side.

13. *Permissible Dimensions of Boats.*—The lock chambers are 35 feet wide and 170 feet long. Boats less than 35 feet wide and less than 150 feet long can pass through the locks. The standard depth of water is 7 feet. A boat must not attempt to leave or enter a lock when its draft is greater than the depth of the water on the miter sills, as shown by the gauges at that time.

The clearance under the bridges at standard stage of water is 17 feet on the main line and 12 feet on the feeder. There are movable bridges at Locks Nos. 2, 21, 22, 26 and 31, and at Milan, Illinois. Boats must not attempt to pass these bridges until signaled to do so. Levels will not be lowered to accommodate boats higher than the above standard clearances.

Telegraph and telephone wires or other wires or ropes of any kind crossing the canal must be at least 27 feet above standard stage of water on main lines, and at least 22 feet above standard stage on feeder. Wires crossing the canal at or near Milan, Illinois, must be high enough to allow the highest steamboats to pass.

14. *Refuse in the Canal.*—No ashes, cinders, slag, refuse or obstructive matter of any kind shall be dumped, cast out or unloaded in the canal or locks or approaches to locks. Ashes, cinders and other like materials from boats must be deposited on the towpath or transported entirely out of the canal. Refuse or offensive material of any kind must not be deposited on the canal grounds.

15. *Delays in Canal.*—No boat, barge, raft or other floating craft, shall be tied up in, or in any way obstruct the canal or its approaches, or delay entering or leaving the locks. Permission to tie up boats for some hours or days in the canal shall only be given by the officer in charge or his authorized representative, and boats so using the canal must be securely moored by bow and stern in places assigned them and be promptly removed on due notice.

16. *Rafts.*—The passage of “bag” or “sack” rafts, or loose logs or lumber into or through the canal is prohibited.

17. *Use of Canal as Winter Harbour.*—Boats, barges and other floating craft may use the canal as winter harbor at such points as authorized by the officer in charge, or his representatives. Owners of craft thus afforded a harbor must assume all risks of damage. Boats and other craft must be securely moored by bow and stern at indicated points and must be removed in the spring.

18. *Cutting Ice.*—Permits to cut ice will be sold at a uniform rate of \$1 per 1,000 square feet of surface. Application for permits should be made to nearest canal official.

19. *Removal of Obstructions.*—In case of any boat, vessel or other craft or raft sinking or grounding in the canal, or otherwise obstructing it, the officer of the United States in charge of the canal, or his representatives, shall have the right to take such possession of such vessel, boat or other craft, or raft, as shall be necessary for the purpose, and remove it, and no one shall interfere with or prohibit him from doing so; or do anything that will tend to interfere with or prohibit him from doing so: *Provided*, that the officer, or agent of the United States, may, in his discretion, give notice in writing to the owners of any vessel, boat or other craft, or raft, obstructing the canal aforesaid.

20. *Definition of Trespassers.*—All persons not employed by the United States about the canal, or not at the time necessarily present by reason of their engagement in commerce by water, or not passengers temporarily landed from boats while passing through the canal, found upon the grounds and works, without permission, will be deemed trespassers thereon: *Provided*, that, without permission, boats shall not land excursions or picnic parties on United States lands or works and that if such parties be so landed, they shall be held and deemed to be trespassers.

Lounging, visiting, or remaining in or about any office, house yard, shop, shed, lock, bridge, dam or other structure belonging to the canal is forbidden.

21. *Persistent Violations of Regulations.*—If the owner or master of any boat persistently violates these regulations after due notice of the same, the boat may be removed from the canal and thereafter refused passage through the locks by the officer in charge.

22. *Statistical Information.*—In accordance with the Act of Congress of February 21, 1891, upon each passage through the canal or upon each trip in the canal, if it is not entirely traversed, the masters or clerks of vessels or boats shall furnish in writing a detailed statement of cargo and passengers carried, using blank forms furnished by the United States.

This statement shall be handed to the lock tender at first lock passed. In case no lock is passed, the statement shall be mailed to the office of the United



States Assistant Engineer in charge of the operation of the canal at Sterling, Illinois.

Failure to furnish this statement will cause the offending boat to be refused passage through the canal or any part of it.

23. These rules and regulations shall supersede all those previously made for this canal, or for any part of it, and shall be in force from and after April 15, 1908.

ROBERT SHAW OLIVER,  
*Acting Secretary of War.*

Approved April 8, 1908.

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DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY.  
WASHINGTON.

*Department Circular No. 236.*

*February 15, 1912.*

BUREAU OF NAVIGATION AND STEAMBOAT INSPECTION SERVICE.

*To collectors of customs, supervising and local inspectors of steamboats, and others concerned:*

Your attention is invited to the following Act of Congress approved June 9, 1910:

*AN ACT to amend laws for preventing collisions of vessels and to regulate equipment of certain motor boats of the navigable waters of the United States.*

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled:* That the words "motor boat" where used in this Act shall include every vessel propelled by machinery and not more than 65 feet in length, except tugboats and tow boats propelled by steam. The length shall be measured from end to end over the deck, excluding sheer: *Provided*, that the engine, boiler or other operating machinery shall be subject to inspection by the local inspectors of steam vessels, and to their approval of the design thereof, on all said motor boats, which are more than 40 feet in length, and which are propelled by machinery driven by steam.

SEC. 2. That motor boats subject to the provisions of this act shall be divided into classes as follows:

Class 1. Less than 26 feet in length.

Class 2. Twenty-six feet or over and less than 40 feet in length.

Class 3. Forty feet or over and not more than 65 feet in length.

SEC. 3. That every motor boat in all weathers from sunset to sunrise shall carry the following lights and during such time no other lights which may be mistaken for those prescribed shall be exhibited.

(a) Every motor boat of Class 1 shall carry the following lights:

*First*—A white light aft to show all around the horizon.

*Second*—A combined lantern in the forepart of the vessel and lower than the white light aft showing green to starboard and red to port, so fixed as to throw light from right ahead to two points, abaft the beam on their respective sides.

(b) Every motor boat of Classes 2 and 3 shall carry the following lights:

*First*—A bright white light in the forepart of the vessel as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side. The glass or lens shall be of not less than the following dimensions:

Class 2. Nineteen square inches.

Class 3. Thirty-one square inches.

*Second*—A white light aft to show all around the horizon.

*Third*—On the starboard side a green light, so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed

as to throw the light from right ahead to two points abaft the beam on the starboard side. On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side. The glasses or lenses in the said side lights shall be of not less than the following dimensions on motor boats:

Class 2. Sixteen square inches.

Class 3. Twenty-five square inches.

On and after July 1, 1911, all glasses or lenses prescribed by paragraph (b) of section 3 shall be fresnel or fluted. The said lights shall be fitted with in-board screens of sufficient height and so set as to prevent these lights from being seen across the bow and shall be of not less than the following dimensions on motor boats:

Class 2. Eighteen inches long.

Class 3. Twenty-four inches long.

*Provided*, that motor boats as defined in this Act, when propelled by sail and machinery or under sail alone, shall carry the colored lights suitably screened but not the white lights prescribed by this section.

SEC. 4. (a) Every motor boat under the provisions of this Act shall be provided with a whistle or other sound producing mechanical appliance capable of producing a blast of two seconds or more in duration, and in the case of such boats so provided a blast of at least two seconds shall be deemed a prolonged blast within the meaning of the law.

(b) Every motor boat of Class 2 or 3 shall carry an efficient foghorn.

(c) Every motor boat of Class 2 or 3 shall be provided with an efficient bell, which shall be not less than 8 inches across the mouth, on board of vessels of Class 3.

SEC. 5. That every motor boat subject to any of the provisions of this act, and also vessels propelled by machinery other than by steam, more than 65 feet in length, shall carry either life preservers, or life belts, or buoyant cushions, or ring buoys or other device, to be prescribed by the Secretary of Commerce and Labor, sufficient to sustain afloat every person on board and so placed as to be readily accessible. All motor boats carrying passengers for hire shall carry one life preserver of the sort prescribed by the regulations of the board of supervising inspectors for every passenger carried, and no such boat while so carrying passengers for hire shall be operated or navigated except in charge of a person duly licensed for such service by the local board of inspectors. No examination shall be required as the condition of obtaining such a license and any such license shall be revoked or suspended by the local board of inspectors for misconduct, gross negligence, recklessness in navigation, intemperance, or violation of law on the part of the holder, and if revoked, the person holding such license shall be incapable of obtaining another such license for one year from the date of revocation: *Provided*, that motor boats shall not be required to carry licensed officers except as required in this act.

SEC. 6. That every motor boat and also every vessel propelled by machinery other than by steam, more than 65 feet in length, shall carry ready for immediate use the means of promptly and effectually extinguishing burning gasoline.

SEC. 7. That a fine not exceeding \$100 may be imposed for any violation of this act. The motor boat shall be liable for the same penalty and may be seized and proceeded against by way of libel, in the District Court of the United States for any district within which such regulations as may be necessary to secure the proper execution of this act by collectors of customs and other officers of the Government. And the Secretary of the Department of Commerce and Labor may, upon application therefor, remit or mitigate any fine, penalty or forfeiture relating to motor boats except for failure to observe the provisions of section 6 of this act.

SEC. 9. That all laws and parts of laws only in so far as they are in conflict herewith are hereby repealed: *Provided*, that nothing in this act shall be deemed to alter or amend acts of Congress embodying or revising international rules for preventing collisions at sea.



SEC. 10. That this act shall take effect on and after thirty days after its approval.

#### REGULATIONS.

Under the Secretary of Commerce and Labor this act is to be enforced by collectors of customs and other officers of the Government. All violations of the navigation and steamboat inspection laws which come to their notice must be reported to the department regardless of mitigating circumstances, as authority to mitigate and remit the penalties under the laws mentioned is vested solely in the Secretary of Commerce and Labor.

#### LIGHTS.

1. The lights provided for in section 3 of the act above are running lights for motor boats subject to the provisions of the act in lieu of the lights prescribed respectively, by article 2 of the act approved June 7, 1897, entitled, "An Act to adopt regulations for preventing collisions upon certain harbors, rivers, and inland waters of the United States;" rule 3 of the act approved February 5, 1895, entitled, "An Act to regulate navigation on the Great Lakes and their connecting and tributary waters;" and rules 3, 5, 6 and 7 of section 4233 of the Revised Statutes, governing western rivers. The penalty for failure to carry such light is a fine not exceeding \$100.

2. The lights provided for in section 3 are not in conflict with the anchor lights, lights for pilot and fishing vessels, and other lights provided in the acts above cited. Thus, the anchor light for motor boats on inland waters will remain as prescribed in article 11 of the act of June 7, 1897, as follows:

Article 11. A vessel under 150 feet in length when at anchor shall carry forward, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile.

Collectors of customs and others will observe that the penalties for violations of existing laws not in conflict with this act remain unchanged.

3. Where motor boats of Class 1 carry a white light forward and aft and regulation side lights instead of two-color combination light forward and white light aft as required by the act of June 9, 1910, collectors of customs and other officers, until further notice, need not report such lights as violations.

4. No penalty is incurred by motor boats for a failure to carry lights between the hours of sunrise and sunset.

5. If a motor boat, through temporary disablements of the machinery or lack of gasoline finds it necessary to proceed under sail, the white lights should be extinguished and she should proceed with her colored lights only.

6. The aft light should be higher and so placed as to form a range with the forward light, and should be clear of house awnings and other obstructions.

7. The law does not specify the size of lights to be carried on motor boats of Class 1. Such lights should be large enough, however, to accomplish the purpose intended, and it is suggested that the illuminated portion of such lights or lenses should not be less than 3 inches in diameter.

#### WHISTLE, FOGHORN AND BELL.

8. No size or style of whistle, foghorn or bell (except the bell for Class 3) is prescribed, provided it is available and sufficient for the use for which it is intended. The word "efficient" must be taken in its ordinary sense, considered with reference to the object intended by the provisions in which the word appears, namely, the production of certain signals.

9. A mouth whistle capable of producing a blast of two seconds or more in duration which can be heard for at least one-half a mile has been held to be in compliance with the law.

10. Fognorns can not take the place of whistles on motor boats of Classes 2 and 3.

#### LIFE PRESERVERS.

11. Every motor boat not carrying passengers for hire must have life preservers or life belts or buoyant cushions or ring buoys or other device, which should be of types approved by the Board of Supervising Inspectors, sufficient to sustain afloat every person on board. This includes members of the crew, children and babies.

In addition the department authorizes life preservers and buoyant cushions for motor boats not carrying passengers for hire under the following conditions. Each life preserver or buoyant cushion shall be capable of sustaining afloat for a continuous period of twenty-four hours an attached weight so arranged that whether the said weight be submerged or not there shall be a direct downward gravitation pull upon such life preserver or cushion of at least 20 pounds. If a buoyant cushion is furnished for more than one person, its capacity must be proportionately greater.

No such life preservers or buoyant cushions stuffed or filled with granulated cork or other loose granulated material and no pneumatic life preservers or cushions will be approved.

Planks, gratings, floorings, cars, small boats in tow, etc., are not approved as substitutes for life preservers, life belts, buoyant cushion or ring buoys, but wooden life boats may be used, provided their dimensions shall not be less than 4 feet in length, 14 inches in breadth, 2 inches in thickness, and made of well-seasoned white pine, or of any other wood not exceeding white pine in weight per cubic foot.

Samples of other substitutes for the articles mentioned must first be submitted to the Supervising Inspector General, Steamboat Inspection Service, for examination and approval.

Motor boats carrying passengers for hire shall carry one life preserver of the sort prescribed by the Board of Supervising Inspectors for every passenger carried, and the person in charge must be duly licensed.

Motor boats hired at launch liveries carrying any person in addition to the person operating are construed as carrying passengers for hire.

#### FIRE-EXTINGUISHING APPARATUS.

12. No specific means of promptly and effectually extinguishing burning gasoline are prescribed. Besides the usual extinguishers are suitable chemicals, salt or sand in sufficient quantities will serve the purpose. The salt or sand (preferably the two mixed) should be kept in a pail or receptacle ready for immediate use, and may be marked "*Use only in case of fire.*"

The following fire extinguishers have demonstrated a capacity for extinguishing burning gasoline and are approved by the department: Alert, Babcock No. 1, Bonner, Child's, Coston, Durkee, Ever Ready, Gold Medal No. 1, Hayward, Keystone, Protector, Pyrene, Paragon, Royal, Salvage, Stempel, Safety, Success, Underwriters No. 6.

All motor boats, irrespective of length, must be so equipped. The act defines the words "motor boat" as including every vessel propelled by machinery and not more than 65 feet in length, except tugboats and towboats propelled by steam, and those words when used in the act, and especially in sections 5 and 6, must be given that meaning.

#### LICENSED OFFICE AND INSPECTION.

13. In lieu of the inspection of steam vessels now provided by sections 4417. 4418 and 4426, Revised Statutes, it is now required that after due inspection or personal observation the design of the engine, boiler, or other operating machinery of motor boats more than 40 feet in length and not more than 65 feet in length, propelled by machinery driven by steam, shall be approved by the local inspectors.



All steam vessels more than 65 feet in length are subject to inspection as heretofore.

Motor boats propelled otherwise than by steam of above 15 gross tons carrying freight or passengers for hire, but not engaged in fishing as a regular business, are subject to inspection whether under or over 65 feet in length.

The only officer required to be carried on motor boats within the contemplation of the Act of June 9, 1910, is the licensed operator provided for in the Act. (Subject to change in event of the passage by Congress of a bill now pending which requires licensed pilots and engineers on all motor boats 40 feet or more in length when carrying freight or passengers for hire or engaged in fishing as a regular business.)

#### DOCUMENTS AND NAME.

14. All motor boats of over 5 net tons engaged in trade must be documented; that is to say, licensed by the collectors of customs. Vessels under 5 net tons are not documented in any case. The license of the vessel obtained from the collector of customs (designated a document) is additional to and must not be confounded with the license required for the operator of a motor boat.

Documented vessels must have name and home port on stern and name on each bow. Tonnage measurement is necessary only in case of vessels requiring to be documented.

While the law does not require it, the department recommends that the name be conspicuously displayed on undocumented motor boats.

15. Motor boats are required to have on board two copies of the pilot rules to be observed by them, which will be furnished by local inspectors of steam vessels on request. Copies of this circular should be inserted therein.

The following is a tabulated statement of equipment required on the respective classes:

#### NOT CARRYING PASSENGERS FOR HIRE

Section 3.	Section 4.	Section 5.	Section 6.
Combination light forward; white light aft.	Whistle	Life preserver or life-saving device prescribed by act.	Means for extinguishing burning gasoline.
White light forward and aft and colored side lights.	Whistle, bell and fog-horn.	Same as Class 1.	Same as Class 1.
Same as Class 2.	Same as Class 2.	Same as Class 1.	Same as Class 1.

#### CARRYING PASSENGERS FOR HIRE.

Section 3.	Section 4.	Section 5.	Section 6.
Class 1—Combination light forward; white light aft.	Whistle.	Life preserver; licensed operator.	Means for extinguishing burning gasoline.
Class 2—White lights forward and aft and colored side lights.	Whistle, bell and fog-horn.	Same as Class 1.	Same as Class 1.
Class 3—Same as Class 2.	Same as Class 2.	Same as Class 1.	Same as Class 1.

In addition to the above, two copies of the pilot rules must be carried on all motor boats.

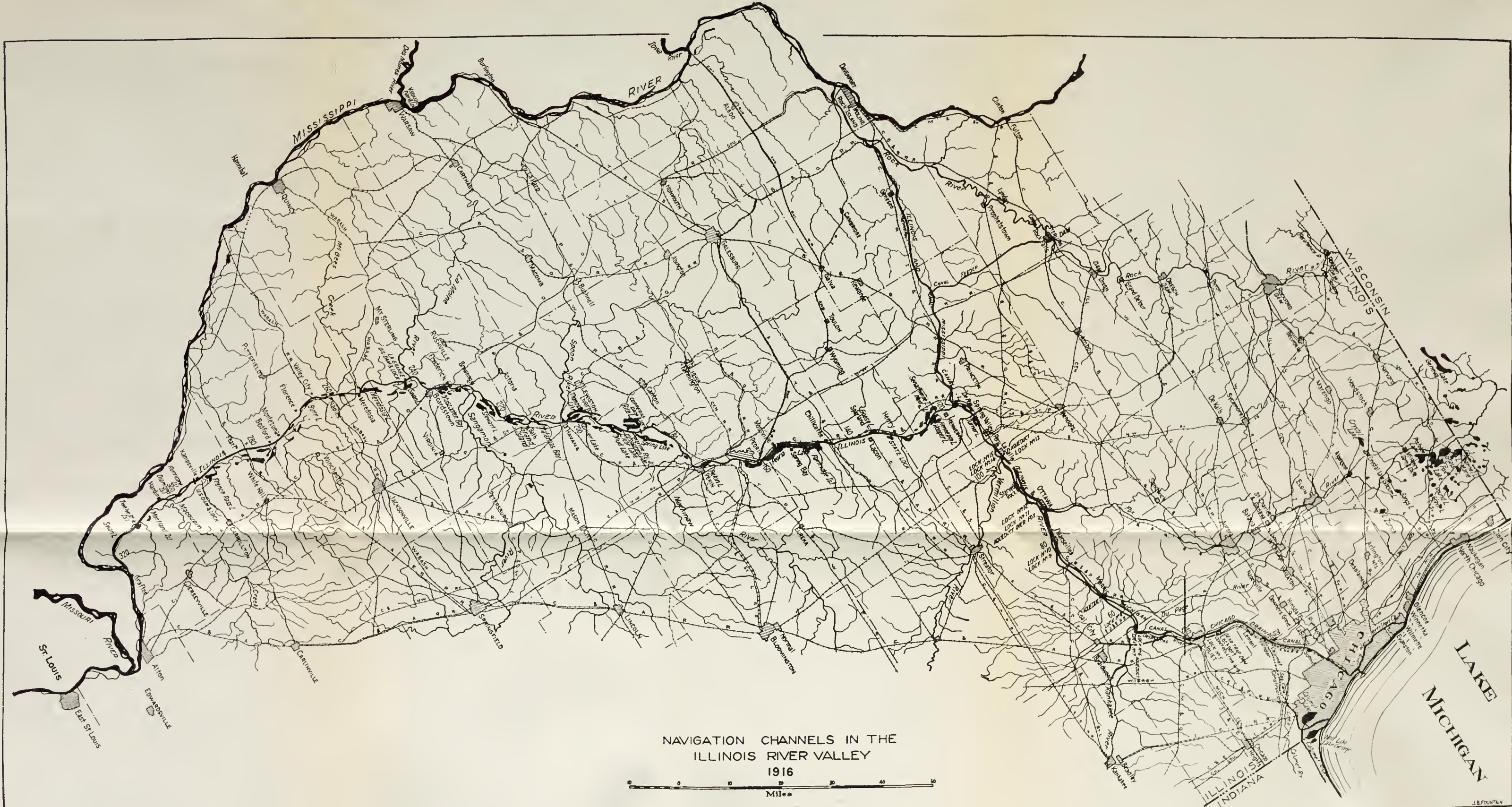
BENJ. S. CABLE,  
*Acting Secretary.*



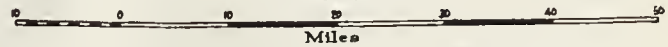








NAVIGATION CHANNELS IN THE  
ILLINOIS RIVER VALLEY  
1916



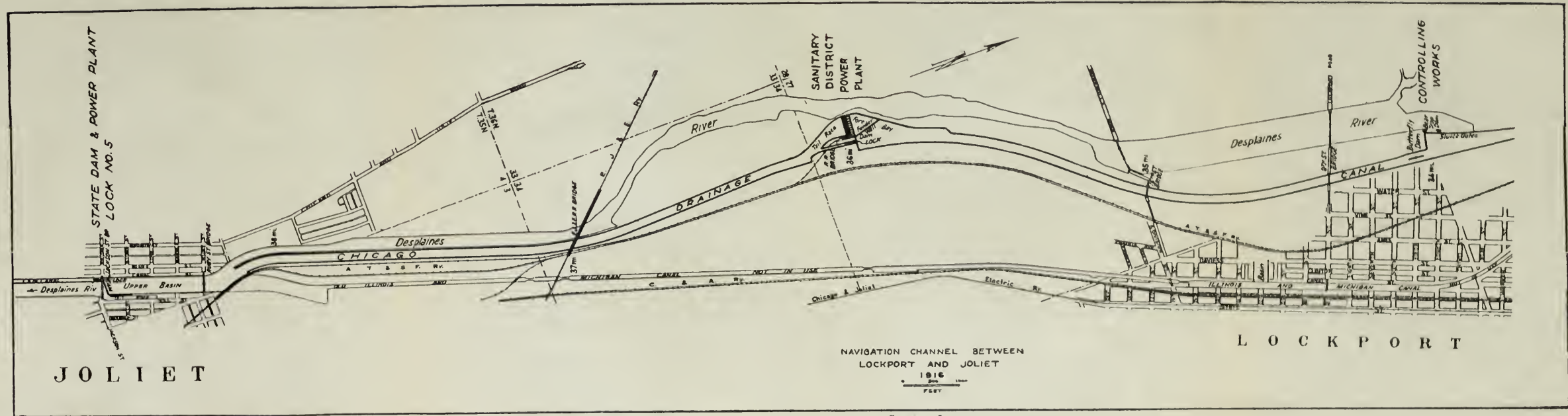


WATER



THESE ARE THE PLACES WHERE THE  
WATER IS TAKEN FROM THE  
RIVER

THESE ARE THE PLACES WHERE THE  
WATER IS TAKEN FROM THE  
RIVER













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